

# The PINE CONE

AUTUMN, 1945

Twenty-Five Cents



*A Panorama of MAINE*

# The PINE CONE

*Published by the State of Maine Publicity Bureau*

(A privately supported, state-wide, non-partisan, non-profit organization for the promotion and development of Maine's agricultural, industrial and recreational resources).

**1945**

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*Cover Design and Art Copy by Walter Johnson*

THE PINE CONE

AUTUMN, 1945

VOL. I, NO. 3

Published Quarterly by

THE STATE OF MAINE PUBLICITY BUREAU

PORTLAND ● YORK CORNER ● BANGOR ● NEW YORK

MAIN OFFICE: 3 ST. JOHN ST., PORTLAND 4, MAINE

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PINE CONE SUBSCRIPTION: \$1 A YEAR

(Printed in Maine on Maine-made Paper)

# Maine Marches On

By U. S. SENATOR OWEN BREWSTER

Maine's junior Senator surveys prospects for a prosperous era in the Pine Tree State.

**M**AINE has been most fortunate in the diversified nature of its economy. Maine has a rather even distribution of its interests among agricultural, industrial and recreational activities.

Some of our sister states are predominately agricultural, industrial or recreational. This proves frequently a weakness in time of stress when our economic machine is out of gear and one or another elements of our economy in agriculture, industry or recreation must suffer temporary decline.

Hiram Ricker often pointed out the analogy between Switzerland and Maine in the diversification of its interests and the stability of its economy. Switzerland is almost equally famous for the superiority of some of its industrial products, its agricultural products and its recreational attractions and Switzerland, as I have heard Mr. Ricker many times say, during the past century has presented a more stable currency than either Great Britain or the United States.

Similarly, Maine has superior products in industry, agriculture and recreation upon which Maine can confidently count in the post-war era.

Maine cannot disregard the fluctuating tides of American or world prosperity or depression but Maine is in a position to be less affected by them than many other sister states as a result of our being able still in

Let this point be very clear: This article is written from the standpoint of one who is an optimist on the future of Maine and of America and of the world in spite of all the pessimistic predictions that sometimes seem now to clamor for attention.

substantial measure to live within ourselves in case of need.

While none of us would probably wish to live exclusively upon a diet of fish and potatoes and dairy and poultry products, it is yet true that in caloric content Maine probably produces practically enough to sustain its population. Maine prefers, however, to exchange fifty million bushels of potatoes produced here for various other products of some of our sister states and to throw in for good measure in the bargain sundry chickens and eggs and other products of our farms and fisheries and forests.

ASSUMING AMERICA is going forward in the post-war period of reconstruction, one is entirely justified in being confident as to the future of the State of Maine.

In fact, during the next few years, there seems likely to be the greatest development in our recreational industry that Maine has ever known and one feels entirely safe in predicting next year, 1946, as the banner year of all years for Maine recreation.

While some have been concerned at any relaxation enjoyed by some during the war period, it is yet true as a whole that the great body of Americans at home and certainly the servicemen who have been overseas are recreation-starved and will eagerly seek the old familiar highways and byways and seaways and airways concerning which they have been indulg-



ing nostalgic memories during the four years of incessant labor and sacrifice in the war.

With transportation next year resuming a more normal aspect and with the return of automobiles and their accompaniments to our highways, America will once again take to the road and Maine will experience an inundation such as it has never known.

Here lies a great opportunity for Maine in the proper coordination of all our activities to see that our visitors are properly cared for and go home with most happy memories of Maine. The satisfied customer is the best advertisement and Maine will have a great opportunity to satisfy customers without limit during the coming year.

Hiram Ricker always contended that Maine could entertain fifteen million visitors for the average vacation period without crowding and with ample opportunity for the care-free, space-free life along our lakes and rugged coastline that have lured our visitors ever since the days when the Indians from Canada journeyed down our water courses in the summertime to have their great clam feasts at Damariscotta and Newcastle.

Maine must always bear in mind that this money coming in from our recreational visitors is one of the best forms of increasing our wealth since they take none of our atmosphere or scenery away with them when they go but leave it all for sale to their successors who come another year.

Maine is fortunate indeed in the State of Maine Publicity Bureau that for twenty-five years now has served as a service agency for these visitors in cooperation with the Maine Development Commission as the official agency of the State to extend the invitation to an ever-widening field.

The Victory Expansion Program of the Maine Publicity Bureau offers a real opportunity for all those who have faith in Maine to cooperate in seizing the opportunity that is offered this coming year in making sure that the circle of Maine friends shall continue constantly to broaden as air transport opens vast new vistas of territory from which Maine may draw.

BY THIS TIME, some are bound to be asking what about Maine industry and agriculture. First let us realize that each activity is interested in the other since all alike contribute to supporting the services that are essential to us all. Particularly is this true of our recreational visitors who pay perhaps a quarter of our gas tax that contributes to the maintenance of our highway system that serves us all alike.

However, industry and agriculture are equally alike important and their prospects also are encouraging in the extreme.

The Federal Government has obligated itself to maintain farm prices for two years following the cessation of the war and this is a guarantee that Maine farmers may produce with confidence and with the increasing manpower that should be available as war activities are liquidated and the labor supply becomes more normal.

The whole world is going to be crying aloud for food for a considerable period to come. The 25 per cent increase in farms in Cumberland County according to the recent census is an encouraging indication that this possibility is being recognized. Many of our returning servicemen are likely to avail themselves of the opportunities offered on our Maine farms with the Government assistance which is provided for in the GI Bill of Rights.

Meanwhile, as our shipyards become less active, the Maine citizens who rallied to this patriotic call for service will return to their former pursuits as those who came to us from other States will tend to return to their homes.

The textile industry of Maine has a great part to play in the clothing of the American people and to some extent of the world and also in supplying the textile machinery for which the world now cries out.

The shoe industry also has a long road ahead to fill up the shortages of shoes that have arisen during the long course of the war.

The industries that are peculiarly indigenous to Maine based on our forests present some of the most pressing shortages arising during the war period in lumber and pulp and paper.

Millions of houses are going to be built in America as rapidly as existing restraints are removed and the Maine lumber industry can move into this picture since the problem will be primarily one of availability of lumber for several years to come. Maine is in a position to turn out fifty to one hundred million feet of lumber a year which means vast employment of Maine labor and activity all along the line from the woods of Northern Maine to the lumber-using industries all along our coast.



The former great reserves of pulpwood have been seriously depleted as Maine has lived upon its fat. It will be many months if not years before anything like normal reserves for our

great paper and pulp industries are restored.

The twenty-five million dollar Federal shipyard at South Portland presents both a problem and an opportunity and Maine is moving with characteristic foresight to make the most of this opportunity. The Maine Legislature very wisely created a State Commission with authority to acquire these facilities from the Federal Government and there is substantial reason to believe that these facilities may become an enduring factor in the industrial and transportation development of Maine rather than the graveyard that so many have feared. All the interests concerned in Western Maine are seeking their proper place in the Maine sunshine.

Let criticism be constructive and cooperation be paramount and there is no limit to the potentialities of Maine in the world of tomorrow.



MORE THAN 15,000 youngsters from all sections of the United States attended Maine's 200 boys' and girls' camps during the past Summer. Only two of the registered camps decided not to open because of wartime difficulties. All others were booked to capacity.

WITH SNOW trains again being scheduled by the Boston and Maine Railroad this Winter, Maine winter sports centers are preparing for a return to pre-war activities in this branch of recreation.

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UNKNOWN TO ALL but a few Skowhegan citizens, Paul and Edgar Roderick during the war have turned out thousands of precision Navy radar parts as a sub-contractor for Fay-Scott of Dexter. They employed five men in their small machine shop. The two men constructed their own jigs for the precision work.





# GAME IS WHERE YOU FIND IT

by GENE L. LETOURNEAU



The what, how and where of gunning, even to an around-the-clock marathon, if you're serious about it.

**G**AME in Maine is where you find it and that's what adds to the spice of hunting in the Pine Tree State.

And for that reason, if you're from some other part of the country and plan a trip to Maine, you can start looking around from the time you arrive in Kittery, to and including your destination. Don't fail to look over your shoulder while returning home, the natives always do.

Metropolitan editors love to play up the fact that a Maine deer has taken a stroll up Main Street; that a bull moose ran a hundred yards to a touchdown in Portland stadium or that Tom Smith killed a bobcat with an axe in his hen coop.

While the first impression these yarns give is that Maine is pretty much in the backwoods the actual fact is that Maine, even in the face of steady development, has managed to save its game trails and a lot of its wild animals and birds to stroll or fly over them.

That's what makes Maine an ideal spot in which to hunt for game and birds, all suited for the table, in fact as choice for the frying pan or oven as triple A grade, choice Western beef.

Waterfowl hunters started the ball rolling Sept. 20 by bagging many black duck, mallards and teal as well as geese, many of these birds pro-

duced in the coastal and inland marshes of the State. And duck hunting will be better late in the fall when migrations pause at the many natural resting places.

Deer naturally attract more hunters than all other game, but Maine's fauna is so varied that you can hunt around the clock—legally too—and enjoy more gunning variety than perhaps any place in the country. We've done it on several occasions and have the records to show that this is not propaganda.

Taking the bird dogs out at sunrise on a late October morning, we bagged two woodcock and three partridge in one cover; got two black duck while walking along a brook; released the rabbit hound and got one of those sporty varying hare, native of Maine, which, incidentally seldom holes up; spotted a deer by the roadside while driving back to get the foxhounds and bagged that, too.

A fox chase in the afternoon, after one of Maine's famous red reynards, was the longest job but after three hours the two hounds drove it within gunshot. After dusk we turned the coonhound loose and took two of five coons he treed. It was just 9 p. m. on that occasion and there had been time out for fried partridge, a rabbit-burger and broiled duck.

All of this action took place within five miles of Waterville, which is in

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← Top: Moose, though protected, are liable to turn up anywhere.

← Bottom: H. L. Holt of Fairfield Center took his rifle to get a deer near his home. He came back with this 38-pound bobcat found roaming less than three miles from the center of town.

the heart of the state and one of its major industrial centers!

That brings up the theory that Game in Maine is where you find it.

THERE ARE ALL kinds of covers, big and small. All kinds of deer hunting territory, too. Maine starts its season with waterfowl on Sept. 20, the shooting extending to Dec. 8.

On Oct. 1 it becomes legal to hunt for rabbits, partridge and gray squirrels as well as woodcock, season on the latter birds being divided to give the northern counties the first two weeks of the month and the southern counties the last two weeks. Most of the counties close Feb. 28 on rabbits, all on Oct. 31 for squirrels.

Partridge can be hunted until Nov. 15 with a daily limit of four. Pheasants also may be hunted from Nov. 1 to Nov. 15 with a daily bag limit of two.

The deer season opens Oct. 21 in Aroostook, Penobscot, Somerset, Piscataquis, Franklin and Oxford and Nov. 1 in the remaining counties. The deer season ends all over the State Nov. 30.

There's no closed season on bear and bobcat and foxes are not protected in organized territory. The fur bearing animal season is from Oct. 16 to Feb. 15 (mink only during November) and a special provision allows hunting raccoon and skunk at night with dogs from Oct. 15 to Dec. 15.

Resident hunting licenses cost \$1.15; non-residents must pay \$15.15 to hunt deer and small game; \$10.15 for all game except deer and juniors under 16 can hunt all species of game except deer by purchasing a permit costing \$2.15.

Those are the technicalities in brief.

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Gene Letourneau's column "Sportsman Say" in the Kennebec Journal (Augusta) and Waterville Sentinel is one of the most widely-read hunting and fishing columns in Maine. Gene really goes for the outdoor sports in a big way and is reputed to carry a meat grinder around in his car for fixing up delicious rabbit-burgers on the spot.

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WITH THE END of the war virtually all of the sporting camps will be operated this fall and most of them can be reached by train or automobile.

Maine's deer kill since the war has been around 20,000 yearly. It probably will exceed that number this Fall as this is the so-called wide ranging period when wild animals must travel to find feed, lack of which is due to regular cycles.

Comparatively few beechnuts will be available to them, acorns are scarce and the apple crop was dealt a bad blow last May when a snow-storm frost-killed the blossoms.

There'll be more nimrods afield than usual, too, because of lifting of war-time restrictions and availability of ammunition.

That will require more tact in hunting, perhaps, but there'll be plenty for everybody.

Out of state parties will find Maine the ideal spot. They can get provisions or whatever else they may need on their way to their selected camp. They'll find the menus greatly improved, if that is possible, at the camps where meals are served.

So far as selecting the place to go that is entirely up to the individual or party. There are all kinds of resorts, some close to communities, others deep in the forests.

October and November can be kind and it can be rough in Maine. Good heavy clothing, a compass and a water-tight match container are among the musts in equipment. The state maintains a warden force equipped to handle most any situation and in emergencies planes are available. There is actually no need of any hunter getting lost in Maine's woods but when one does, he usually is located within 24 hours and most of them enjoy the experience.

There is nothing harmful in Maine's forests, stories to the contrary. In fact we enjoy the stillness of a night on a ridge more than during the day, so much so that once, while coonhunting we rolled up in the leaves and didn't wake up until 11 a. m. the next day.

THERE ARE OTHER attractions in Maine in the fall besides actual hunting. When the hardwoods are splashed with color, the myriad hues





*Mrs. Charles Emery of Winslow chose trapping for a healthful hobby and got this catch within 10 miles of her home. The pelts include raccoon, fox, skunk and mink.*

blending with the evergreen, the State is at its scenic best.

There is sort of atomic, health building energy in the cool crisp air.

All of these factors, however, to the average individual, mean it's hunting time. And the game is everywhere, ready.

Last Fall a farmer phoned excitedly, asking for the outdoor sports writer on our paper. He informed us there was a big buck deer that had locked its antlers in a sheep fence. "What should I do?" he asked.

The deer season was on, so we replied, "Go ahead and shoot him, he's yours."

"Hell, no," the farmer answered dejectedly, "I don't want him, I'm going up in the woods next week to hunt for one of the darn critters." Whereupon we advised him to call a neighbor, which he did. He wanted to save his deer for a trip, well aware that only one deer is allowed to one person.

Yes, sir. There's no doubt that game in Maine is where you find it, and plenty.





by RICHARD A. HEBERT

The Nation's Potato Empire looks ahead with a confidence bordering on optimism.

TEN years or so ago they were saying that Aroostook was licked.

Potatoes were selling at 30 cents or less a barrel, with no takers; acres of them were left to rot in the ground and thousands of barrels more were being dumped at a tremendous loss to growers. Over-production and the steady trend toward shrinking consumer markets had finally brought the amazing economic career of the Nation's second richest agricultural county to its financial doom.

That's what they were saying. All, that is, except the Aroostook County farmers themselves. Sadly surveying the wreckage of deep depression, they squared their chins, tightened their belts and grimly set to work harder than ever to remake an agricultural industry worth \$50,000,000.

Today the 1945 harvest is nearing completion in Aroostook County. Estimates of a 65,000,000 bushel yield seem near to realization. Not so much, of course, as the record 73,000,000 bushel harvest of two years ago, but more than enough to point up the satisfaction of Aroostook County growers in the comeback of an industry they said time had caught up with.

Today, and for the past several years, confidence—and even optimism—permeate the Potato Empire concentrated in a 4,000,000-acre county on the Nation's Northeastern edge. True, those who are charged with the responsibility of marketing the huge crop are keeping their fingers crossed; for the rise or fall of market prices can mean a difference of millions of dollars in the aggregate returns of the men who produce this

great staple of diet for the world's Northern Temperate Zone.

But, with promised government support of prices and prospects of potato exports to war-starved nations (now being strongly pushed by Maine's Senator Owen Brewster), there seems slim possibility of a disastrous fall of the market.

One straw in the wind was the recent shipment of government-purchased New Jersey potatoes to Aroostook starch factories. It was a modern version of "carrying coal to Newcastle", but it made work for the starch factories and the railroads, all of which add to the economic activity in Aroostook County.

WHILE Aroostook's potato acreage is sprawled over only 20 per cent of the county's vast territory, the area based on the Presque Isle-Caribou-Fort Fairfield triangle lays claims to having the heaviest concentration of the potato industry in the county. In fact, Presque Isle claims it sells more potatoes than any other city in the world; Caribou claims it ships more potatoes than any place else; and Fort Fairfield claims it grows more than any other point. These distinctions keep municipal rivalry at a happy, friendly, level.

When the visitor travels into Aroostook County he immediately senses he is in a region different than any other part of Maine. After leaving Houlton on the long, straight road north, the vastness of the countryside seems to unfold in widespread panoramas of low, rolling terrain and potato fields stretching as far as the eye can see. In the towns, built alongside the broad highway (U. S.



*Everybody works during the potato harvest.*

Route No. 1) there is an atmosphere and an attitude among the people that seems to fit the wide open spaces. Several writers already have observed that Aroostook resembles the passing frontier aspect of America's western states.

Everything is on a big scale. A hundred-acre planting of potatoes is only a small operation and incomes of \$40,000 to \$100,000 and more by a single operator are by no means unusual. Farm values accordingly are much higher than any other place in Maine and investment in machinery and equipment often runs as high as \$25,000 or more. Planning, organizing and operating on such a scale accordingly breeds a way of doing things, either in business activities or hospitality, that is instantly noticeable. Inhibitions play an insignificant role in the scheme of things in Aroostook.

In "Soils and Men", one of the recent yearbooks of the U. S. Department of Agriculture, it was observed that "Land is real estate; but soil is that thin film between earth and sky by which men live." In Aroostook, from "that thin film", not more than several feet deep, growers for the past half-century or more have produced wealth greater than any other farming county but one in the United States.

What makes Aroostook soil so eminently fitted to producing potatoes is, of course, the subject of constantly expanding research and a highly technical subject. Most important is that there it is, a mine of potential agricultural wealth. When the first settlers came to Aroostook, most of the area was under a heavy forest blanket. When potatoes became an even more valuable commodity than lumber, the homesteaders,

like their contemporaries in the Middle West, cleared the land by the simple expedient of burning off the trees. After the stumps were pulled, much of the best land was found to be almost without rocks—several feet of virgin soil ready to produce enormous yields of the pomme de terre of the Andes.

Today new land is still being cleared, providing the same type of virgin soil, and each year adds to the total number of acres under cultivation in an area that is still four-fifths in forest growth.

Under the aegis of a Federal-State County jointly sponsored research and experimental program, Aroostook soils have been further improved by heavy applications of chemical and plant fertilizers. Residual effects in many cases leave the land richer even than when it was virgin soil. Crop rotation also is important in this program. But there is one test plot on a hillside at the experimental station that has been producing a good yield of potatoes for 30 consecutive years with no appreciable sign of soil depletion. One might almost expect something like that in Aroostook.

AN ECONOMY based on one major product inevitably would tend to keep alive the "take-a-chance" element in the makeup of Aroostook people. Over a half century or more, every vagary of weather, soil conditions, marketing and labor supply might be expected to occur either to plague or benefit potato growers individually and collectively—and it has.

Aroostook has known "good" years and "bad" years in no particular set pattern, until in 1937 one of the most significant pieces of agricultural legislation ever enacted in Maine, the Potato Tax Law, was passed by the Legislature. With this bill, potato growers and shippers taxed themselves approximately one cent a barrel to provide a fund setting up the Maine Potato Marketing Program. It was a sequel to the 1935 Potato Branding and Packaging Law and annually since then has yielded a total of nearly \$100,000 for national advertising, promotion and research for both production and packaging.

A study of the first five years of the program, ending in 1942, showed that income to potato growers increased 50 per cent, while the ratio

of cost to growers declined to one-tenth of one per cent. More important, the Potato Tax Law set a pattern of "self-help" legislation which other branches of the agricultural economy, such as blueberry, apple and poultry producers are showing a keen desire to follow.

Today, as the result of the program, administered by the Maine Development Commission, through its national advertising and marketing agency, Maine potatoes are once again in demand throughout the United States and the select quality packs, such as Super Suds and Chef's Special bakers hold a high place on the purchasing lists of consumers. Even with the present high level of production, there is every expectation that the Maine Potato Marketing Program will continue to lessen the risk in the Aroostook potato industry by stabilizing and expanding the market for Maine potatoes.

WHILE EVERY section of Aroostook County has felt the favorable impact of recent years of good yields and good prices, the busiest section at present is in the area centered on Presque Isle. The biggest non-agricultural development there has been the Presque Isle Air Base, sprawling over hundreds of acres and with a personnel of more than 2,500 officers and men. It is the American terminus of the Air Transport Command's "Snowball" route over the North Atlantic and is scheduled to bring 50,000 men a month home from former combat areas, as well as carrying tons of supplies for occupation armies and rehabilitation of European countries.

The influx of both business and population incidental to this tremendous development has greatly strengthened the economy of the Presque Isle area and made it one of the most active spots in Maine today. In addition, during the current potato harvesting season, nearly 8,000 transient workers, in addition to some 2,500 POW's, have been at work in Aroostook potato fields.

Municipally, Presque Isle, under an efficient city manager-council system, is rapidly forging ahead and post-war plans include a new City Hall, Chamber of Commerce building, recreational centers, both in town and nearby, and a sizeable street improvement program. Added to this



*Whoever picks the fastest and mostest is the champ.*

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are many plans for construction of homes and business buildings and some industrial expansion plans. Business and community leaders of Presque Isle do not sound unreasonable when they predict at least a decade of continued business expansion in this area.

TWO OF THE largest business groups in the area are the Maine Potato Growers, Inc., a cooperative association which last year did a \$10,000,000 gross business, and the newly-reorganized Presque Isle Chamber of Commerce, which has recently been flexing its wings under young and vigorous leadership to help make the present prosperity of the area permanent. Projects now underway by the latter group should have a long-range beneficial effect on the entire section.

Not only because of the giant Presque Isle Air Base, which will some day commercially service the whole north country, but also because of its vast wilderness distances,

Aroostook is becoming increasingly air-minded. Airports at Houlton and Caribou already are available, but more important are the hundreds of lakes in the great territory, all of which can be used for pontoon or amphibious plane landings. These lakes give access by air to every corner of the county and postwar aviation activities are expected to take a big jump forward in the next few years.

No visit to Aroostook is complete without an airplane ride over at least part of the county's 6,408 square miles. Then only can the human eye encompass the enormous extent of the vast potato plantings, which even today are pushing back the seemingly illimitable forest. Scores of lakes, streams and rivers spread out to the horizon perimeter, with mountains and highlands breaking the skyline. It is not surprising that with the passing of the American West pioneer eyes have turned back to the East and have hailed Aroostook as America's "last frontier".



# Welcome Home, Veterans!

By DOROTHY DOWNES

Maine is ready to give its veterans whatever help they need in returning to civilian life.

THE Armed Forces put a man in uniform and then spent the next three to six months knocking it out of him that he was ever a civilian. During the two to four years or more of his service it was constantly drummed into him that somebody else would do his thinking for him. But when he gets his discharge he comes back suddenly into civilian life with no comparable period of preparation for the change.

That's a fairly blunt way of stating the situation and it's not one hundred per cent accurate, but at least it's a concise way of stating the problem. It's the way it was expressed to me recently by a man who is in charge of one of Maine's community Veteran Service Centers. He himself is a veteran, with battle wounds.

Maine leaders many months ago foresaw what the returning veteran would be up against. Under the leadership of Gov. Horace A. Hildreth they determined to have the physical machinery in readiness for the time when Maine's 80,000 men and women in the services would begin to arrive home in increasing numbers. Right now the tide of homecoming is setting in for the Pine Tree State and during the next six months is expected to reach flood proportions.

One of the first things Governor Hildreth did was to send his then administrative assistant, Herbert L. Patrick, on a tour of other eastern states to survey what they were doing for the returning veterans. Mr. Patrick is a veteran of World War I and during World War II served in the South Pacific areas as a Red Cross field director. He was close to the servicemen and knew what their problems would be.

Many of the other states had made

original mistakes and had to back up and start all over again. Profiting by the mistakes made by other states, the Maine program was blueprinted with the assurance that it would operate at peak efficiency during the period when it would be needed most.

Finally, last August 14, Governor Hildreth called a public meeting at the State House of all municipal and civic officials and all groups and organizations which had an interest in veterans' affairs and at this meeting the Maine Veterans' Affairs Council was formed on a State-wide basis.

This Council is intended to coordinate activities throughout the State in all fields pertaining to the transition of the veteran from military to civilian life, encompassing such fields as employment, Federal benefits, housing, religious needs, etc.

KEY TO THE Maine plan is the agreement that the veteran's own community is the most interested in him and is the best suited to handle his return. The actual servicing job is therefore handled on a community, rather than the state, level. The Council acts primarily in an advisory and coordinating capacity and is assisting local communities in setting up their own Veterans' Service Centers. None of the present veterans' service groups is to be replaced and their work is, moreover, given all encouragement and assistance.

As a second move, Governor Hildreth had Fred W. Rowell and his veterans' service organization separated from the State Department of Health and Welfare and set up in the State House as a special unit. Mr. Rowell was appointed executive secretary of the Veterans' Affairs Council and his group will execute the policies of the Council. One of the first

steps is to cut all red tape and make it comparatively simple for a veteran to find out the answers without being referred to a multitude of agencies.

The Council elected a smaller Executive Committee to meet at least once a month to execute policies, while the larger State Council will meet three times a year.

One of the first acts of the Executive Committee was to set up five major groups to handle community organization, training of personnel to operate Veterans' Service Centers, information and publicity, financial aid and reemployment. In addition, Governor Hildreth appointed a committee to study vocational education and trade school opportunities and this committee has drawn up the following three-point program:

- 1) To enable the veteran to resume his regular school work if he so desires;
- 2) to provide enrollment in special courses for veterans only; and
- 3) to afford participation in a supervised study program of correspondence courses.

Even though a veteran did not complete his high school education, his specialized training while in the armed services will not be lost, Governor Hildreth said in announcing the educational program, for a special state diploma equivalency board will grant diploma credit for education obtained in Army and Navy educational programs. The veteran thus may obtain this diploma credit before he begins his postwar education.

The program thus is declared to be "designed to help veterans complete diploma requirements, to prepare for college entrance, to secure special preparation for certain occupational needs and to explore other special interest."

**THE COMMUNITY** Organization Committee of the Council, under the chairmanship of Chester G. Abbott, president of the Portland Chamber of Commerce, already has suggested 61 Maine communities as logical places for veterans' service centers. These service centers will be of three types, namely, a full and complete center for the larger communities, information and partial service centers for medium-sized communities and just information centers for other points. Each community has been asked to

provide information as to the type of organization and service it will require.

Seven communities, Portland, Bangor, Lewiston, Waterville, Westbrook, Biddeford and Sanford already have service centers in operation and most other places are preparing such set-ups. Plans are being drawn up to conduct seminars at the Togus Veterans' Facility for directors and leaders of community service centers with the aim of creating an enlightened and informed personnel in each community to give veterans the guidance and information they need on all questions pertaining to personal demobilization problems. Stated simply, the veterans' centers will answer the where-to-go, whom-to-see and what-to-do questions of the veterans.

Financing of the Veterans' Service Centers likewise is on a community or area basis, with municipalities, Chambers of Commerce and Community Chests in the forefront of promoting the work.

Foremost problem of the returning veteran is recognized as jobs and this is being tackled by the State and community leaders in a spirit of firm confidence.

Lieut. Col. Robinson Verrill, recently returned from overseas, is chairman of the Maine Council, and states the situation this way:

"The young people coming back from this war are better-trained and more self-reliant than last time. The first question they are going to ask is: 'Where are the jobs?'"

For this reason a job survey is underway in each community where it has not yet been done and a person or committee will be designated in each town or city where the veteran can go for job information.

**INDICATIVE** of the job outlook in Maine is the latest report of the U. S. Employment Service that 216 Maine establishments now employing 78,596 workers had estimated that by mid-October they would need 8,175 additional employees to carry out expansion plans. It was stated officially that "the supply of labor in the vast majority of Maine cities and towns is totally inadequate to meet existing needs."

(Associated Press, Oct. 5, 1945).

As of that date, the State's 15 employment offices listed 13,668 job openings, with only 5,585 men and women seeking work.

Every daily and weekly newspaper in the Pine Tree State is currently carrying large and small advertisements appealing for thousands of workers for new jobs.

Stated recently by Governor Hildreth, the economic picture in the Pine Tree State is this:

"Maine is turning from war to peace with faith and confidence in a future we hope will be one of the most prosperous in the history of our State.

"The achievement of such a future will not be an easy task, a fact that is well recognized in Maine. Our citizens, however, believe that with the same united efforts and vision that

characterized our war effort, the job will be done.

"Maine moves into the postwar period with less industrial reconversion problems than many areas, a healthy financial condition, plans to compete successfully for our share of the huge recreational business and a deep sense of duty and obligation to our more than 80,000 men and women in service."

Add in the big postwar road program, the Kittery to Fort Kent superhighway, industrial expansion plans, many millions of dollars' worth of new industrial, commercial and home construction set to go, the State building program, all the new businesses and activities that will result from the actual projects, and it's a big, bright picture.

Welcome home, veterans!



FIRST PRIZE animal at the recent Baby Beef Auction sale at the Northern Maine State Fair brought a record 58½ cents a pound, for a price of \$582.80. The steer was owned and fed by Willard Doyen of Mapleton, a 4-H Club member, who received \$125 additional in premiums.

\* \* \* \*

CONSTRUCTION OF the first 50 miles of the Kittery to Fort Kent superhighway will begin next Spring, Gov. Horace A. Hildreth has announced. The first leg will be from Kittery to Portland and will save 30 minutes' road time over the distance.

\* \* \* \*

MAINE'S FIRST airport is under construction at Fryeburg. It will include one 2,000-foot runway and two 1,400-foot strips, and an airharbor with seaplane facilities on Lovewell's Pond, which adjoins the field. A six-unit hangar and administration building, aircourts combining small apartments with hangar space and even a children's playground have been laid out. This model center for flying vacationists, student instruction and sales and service will be completed by next Summer. No landing fees are contemplated.

# The Rip Tide

by DELMONT ANDREWS

How Roy Soule boomed a small hardware business into Washington County's most talked of store.

AT 64 Roy F. Soule, manager and partner of Hill's Hardware store at Machias, thinks mighty kindly of Washington County and Downeast folks.

One of the reasons is that only a few years ago he settled on a farm near Machias to regain his health after many years of hard work as managing editor of one of the Nation's leading hardware publications.

Another reason is that after he regained his health in the peaceful environment of the Washington County countryside, he was able to take a \$5,000 non-profitable hardware business and in five years build it up to a very thriving concern.

His formula includes a sincere liking for real people and a generous dash of good old Yankee horse sense. But the big reason why Roy is known from Bangor to Calais and all way stations Down East, including the back country roads, is the weekly appearance in the Machias Valley News-Observer of a three-column spread of chit-chat and humor called "The Rip Tide".

Roy started "The Rip Tide" as an advertising stunt to sell his firm's wares. That's exactly what his brainchild still does—remarkably so. It does it through the medium of a little gossip, a little humor, a sly dig here and there, with the mention of many names not overlooked. In fact, as a contributor pointed out in the Summer issue of the PINE CONE, "It's got so you just don't dare not to read it, or else you'll miss out on who's doing what and why".

Items like this are typical:

"This week the Mayor of Kennebec bought him a can of red lead to paint the bottom of his skiff. Set the can on a chair and went to it. Curt's what you call a drip painter. When

he got through the chair bottom was in war paint. Then Curt moves it over into the shade and sits. The feller that follered him to town said he looked like the end of the local freight with the rear lights lit.

"Our red lead paint in quarts sells for \$1.25. If the Mayor backs into a bull right now we'll devote our hull column to the event."

Or this:

"Minto Dowling says he has a watch with an unbreakable crystal and unpredictable hands. Novelty, eh?"

"Yes, indeed, we have meat saws—good thumb screw tighteners—two sizes—just come in."

Or this:

"Larry Kellog has made three moves which have our high approval. Not that he gives a darn, but we like to talk. First, he married Ann Dresser of Milbridge. Ann went to Machias High School. Back in those days Larry was a salesman for Fuller Brush. Later, in Westfield, Mass., the Kellog Brush Company was born. It's a business built on quality. We've been pushing their line for three years. Strictly household brushes—one for every purpose and each item the best that can be made. They did well over a million dollar business last year. That's score two for Larry.

"Recently he bought a camp at Cathance Lake. Sez he fell in love with a girl up here and then fell about as heavily for the place she came from. The Kellogs are fine folks. Have two sons in the service. Larry ketched five salmon on Thursday.

"Look at our Kellog brushes the next time you're in town."

And so it goes, week after week, in The Rip Tide, until now, starting

on the third year of the series, it's safe to say Roy Soule's weekly opus is the most widely-read feature in Eastern Maine.



GETTING THE column started wasn't the easiest thing in the world. When Roy first approached the local publisher, goods to sell were hard to get on account of the war and Roy could see that his modest little hardware business couldn't stand paying full advertising rates every week on as much as 36 column-inches of space. He tried to get a reduction, but was told right away this was impossible.

Roy didn't give up. He fooled around with the idea some more, lined up some of the "name" manufacturers who were willing to help pay for the advertising on a cooperative basis, and then went back to the publisher with these and a few more talking points up his sleeve. This time the newspaper gave the suggestion a second look and finally agreed to take the copy on a trial basis.

Today, the Machias Valley News-Observer has one of the largest weekly newspaper circulations in Maine and it goes wherever in the United States and the world the men and women of the area now in the service are stationed. And letters back home tell how they look forward eagerly to The Rip Tide and how many of their buddies get a kick out of it, too.

As for local reader interest, the masthead of the column notes that it is "Entered as First-Class Matter in Most of the Homes Hereabout", and that just about tells the story.

Moreover, Roy Soule has made the column pay for itself—directly. On the cooperative cost basis, with the enthusiastic support of the manufacturers' advertising agents, he is able on the average to come out a little bit ahead on the deal. Of course, this doesn't take into account his own efforts in writing up the copy, which is uniquely his. It would cost the manufacturers plenty to achieve the same reader-interest from professional ad writers.

THE RIP TIDE, naturally, is not the sole reason for the success of Hill's

Hardware. When Roy first took his flyer into merchandising, he looked the field over carefully and sat down to analyze the situation.

He found out, he recalls, that his consumer market could be broken down into the category of "family groups"—anywheres from a dozen to twenty or more families of the same common ancestors in each group. (If you're a native Downeaster, you can refer to these as "family tribes". But when talking for publication Roy has to be polite, so he refers to "family groups").

There are, for instance, the Clarks, the Dennisons, the Hills, the Looks, the Armstrongs, and Morses, and so on.

Each family group has one outstanding leader, a man regarded by common consent within the family group as the person to whom they look for advice and whose word will influence all the other individuals in the family.

Roy made it a point to seek these leaders out, visiting them in their farm homes, in the villages, or along the coast. He told them about the Hill store, mentioned some of the lines of stock carried, invited them to drop in when in town and visit. He also asked for advice and profited by it.

Because Roy is a likeable guy and because people from Washington County instinctively know the true from the false, the idea caught on. Soon these family "leaders" were buying at Hill's Hardware and, by word of mouth especially, hundreds of people in the area became aware that Hill's was "a good place to trade."

It didn't take them long to find out that Roy Soule was sincere in all he said, he'd tell them all he knew about the merchandise and he wouldn't try to "stick" them on anything. They talked about him as being "fair" in his business dealings. When they came into the Hill store they were given a warm welcome, they were made to feel at home, and when all they needed were such items as a nut and bolt costing only a few cents, Roy wouldn't even take their money. Little gestures like that and Roy hadn't the least trouble getting the business when his customers wanted to buy items and fixtures running into sales of \$100 and more.



ROY SOULE puts something of himself into everything he does, whether it's making Hill's Hardware at Machias the foremost store of its kind in Washington County, or writing copy for The Rip Tide. The latter



has a way of making people feel that they're a part of the store, whether they're reading the column in the comfort of their homes, or whether they're enjoying it

on some South Pacific Isle. This recent excerpt from the column shows how it is:

"Esther Fishnurn, in that greatest of pocket-sized magazines, Readers' Digest, must have met Walter Hill before she wrote: He was a very, very old farmer with whom I fell to talking, but his eyes still sparkled with an inward happiness. Finally I said, 'I wish you'd tell me how

you've kept that twinkle in your eyes'.

"At once he replied, 'I make the most of all that comes my way and the least of all that goes out.'

"We hope that all of our country customers will make the most of our telephone, our delivery truck, our credit service, our habit of waiting on folks promptly if they're in a hurry, or slower'n mud if they want to browse around. Bring in your bundles from all the other stores and pick your spot to park 'em. If you happen to know a good one on your friends tell Rip Tide. Up here in the sticks we have to make our own fun, pay our own bills, candy our own kids, and bone our own dogs. Bring your pups, kids, wives and grandfolks to Hill's. It's a friendly store. Let us see the twinkle in your eyes—we'll do our darndest to twinkle right back. This is the store that stoked its furnace all through May, is still at it in June with strong hopes for a let up in July. Come in. Machias is a good place to trade."



Maine community, Chamber of Commerce and resort officials will meet at the State House, Augusta, Oct. 30 to discuss resumption of development plans for Maine winter sports facilities. The meeting is being sponsored jointly by the Maine Publicity Bureau and the Maine Development Commission. Interest in Maine winter sports has been reviving throughout the State and many places are planning construction and repair of facilities before snow flies.

\* \* \* \*

The first of ten huge diesel-electric passenger train locomotives for the Boston and Maine and Maine Central Railroad has gone into service, marking the start of a big equipment improvement program by the railroads which will include latest designs of streamlined trains and passenger coaches. The greatest possible comfort and luxury for railroad travelers will be the goal.

\* \* \* \*

First reports from the recent agricultural census showed the number of farms in Maine had increased 11 per cent since 1940 and farm acreage had increased 17.8 per cent. Maine farm leaders were both surprised and encouraged by the revelation.

# SILVER FROM THE SEA:

by WAYNE BUXTON

*Maine Development Commission*

The story of a \$15,000,000 business that keeps 40,000 people busy most of the year.

**D**URING 1944 approximately 71,562,635 pounds of herring valued at more than a million dollars were caught by Maine fishermen. Although thousands of pounds of these fish are used for lobster bait and additional millions of pounds go into the smoked and pickled herring industry, the bulk of the catch is processed to make up Maine's tremendous sardine pack of some 3,000,000 standard cases. In 1944, one of the banner years of the industry, the Sea and Shore Fisheries Department estimated the producing value of the sardine canning industry at \$15,000,000.

During the current year it is estimated that the pack will run to 2,500,000 cases, with the same total value as last year.

The sardine canning industry grew from a very humble beginning. Up until the middle of the 19th century, fish were preserved principally by salting and drying and smoking. Under these methods, thousands of pounds of Maine herring were carried in Yankee ships to the four corners of the globe. But it was not until 1875 that the Maine sardine industry, as it is known today, was born.

Along in the 1870's a Frenchman by the name of Nicholas Appert, devised the first hermetically sealed can, found to be successful for the packing of sardines. Using the new can the first sardine cannery in Maine was opened at Eastport in 1875. From that year, the industry grew until there were 75 factories operating on the 2,500-mile Maine coastline in 1889.

As the herring is the most numerous fish in the Gulf of Maine, the supply during the latter part of the 19th century was almost inexhaustible. Most of the cannery supply at that time was caught in "brush" weirs in the shallow coastal waters of the state. These weirs are made of brush and stakes and run out several hundred feet from shore to a net or "twine" trap.



The operation of the weir is simple. Herring schooling along the shore follow the stake and brush "fence" out to the trap and are pocketed in the restricted area of a net from which they can be dipped into boats.

At one time, more than a thousand of these weirs lined the shores at Eastport and Lubec. These weirs represented an investment of between \$100 and \$2,000 according to the location—the same weir today would cost between five and ten thousand dollars.

# THE MAINE SARDINE INDUSTRY



Because these weirs could only be used in the warmer months of the year, the packing of sardines, until very recent years, was a seasonal business. Also the fact that the herring spend the winter in the lower strata of water near shore, and do not come inshore until after spawning in the spring, forced the canneries to shut down during the winter months. In the spring, the herring return to shoal waters where fishermen "set" weirs at the likely fishing spots.

For more than four generations,

families have gained their livelihood from the annual herring run. While the men of the family are catching the herring, many of the women-folks are employed as packers in the factories. It has been estimated that more than 40,000 persons gain their livelihood from the sardine industry and it is for this reason the major branch of the Maine seafood business, the next in importance being the lobster fishery.

WORLD WAR II has brought many changes to the sardine industry. The need for greater food production was responsible for the departure from many time-honored methods. The need to keep factories running continuously has forced new methods in catching herring. With the weir system of supply, the packers were forced to wait until the fish came inshore and to the weir. Hence, to speed up and to obtain a more continuous supply of fish, many packers, as well as individual fishermen, are using large seine boats with special equipment for handling the seines. This special equipment is composed of a large revolving spool on the stern of the boat. As soon as a school of herring is sighted the seine is unwound from the spool, encircling the swimming fish within a very few minutes. Another advantage of this method, is that the fish can be "stored" for indefinite periods in "twine" or net traps. After seining, the fish can be left in a net enclosure, which is anchored in place, until the herring can be received at the cannery. Usually large smacks pick up the fish a few hours after they are caught and transport them to the point of processing. Most of the seiners are equipped with ship to shore radio and are in constant contact with the canneries. With the use of seine boats, factories can be kept in operation at least eight months of the year.

There have been many methods for processing sardines. In the early



*Aboard a sardine carrier.*

days the fish were either fried or boiled in oil before processing.

Under the present method, the canners like fish of a size that will pack five or six to the can or smaller. The sizes vary from "fours" to "thirties", which means nothing more than the number which can be packed into a three and one-quarter ounce tin.

After the fish have been brought to the cannery they are placed in pickling tanks where they remain in the brine until they are ready for processing. From there they pass to the flaking machine. The flake is a wire tray upon which the fish are placed and then put into a steam filled room and pre-cooked for fifteen minutes. From there the flakes pass

to a drying room where, to reduce the moisture content, the fish are kept for one hour.

At this point, the flakes pass to several rows of women operators who snip the heads with a pair of scissors and place the fish in the cans with the desired number of like size fish. All broken fish are discarded.

As the cans are packed, they pass to a filling machine which adds the proper amount of oil to the contents. Maine sardines are packed in either olive, peanut, soy and cotton seed oils as well as tomato and mustard sauce.

From this conveyor, or filler line, the cans go to the sealers. Girls place the lids on the cans after which a machine closes the edges and seals the container airtight. From the sealers, the cans travel to the retorts. There several thousand cans are cooked at a time under the steam pressure. After cooking for one hour, the cans are cleaned, cooled and then packed in cartons for transit to the consumer.

THE MAINE SARDINE industry guards its high standard of quality with a rigid system of inspection. Under the direction of the Division of Inspection of the Maine Depart-

ment of Agriculture, trained men are assigned to the canneries during the packing season. This practice prevents any instance of substandard production which might injure the industry as a whole.

In general, the Maine sardine has progressed to a point where it is offering definite competition to the imported brands. As the war cut off imports American consumers turned to the Maine sardine and found its quality and flavor good. The use of improved oils such as highly refined soy bean and peanut oils have made the Down East sardine an entirely different product than it was twenty-five years ago.

The herring found off the Maine coast, is also found on both sides of the North Atlantic. On the American coast, it is known as far north as Labrador; and as far south as Block Island.

It is interesting to note that a sardine is not the name of any particular fish. In fact, a sardine is any fish that is soft in terms of bone texture, small in size, rich in flavor and capable of being preserved in oil. In different parts of the world, different fish are packed as sardines.



A "FISH PIPE LINE", invented in Maine, has revolutionized the unloading of sardines from carriers into factory storage tanks. Developed by John D. Toft, vice president and general manager of the R. J. Peacock Canning Co., Portland and Lubec, an eight-inch hose, stemming from a 12-inch pipe is able to discharge a 65-ton cargo in 50 minutes, an operation that formerly required six hours by bucket unloading. Four of these pump installations are now in operation along the Maine coast and others are putting them in. Loss of fish in unloading by suction is negligible, while under the old system oftentimes one-twelfth of the cargo was lost overboard. As an indication of the suction pipe line's possibilities in unloading other fish, 32-inch dog-fish have been seen to pass through the system unharmed.



# How Do You Say?

by EDWARD D. TALBERTH

## You Can Tell a State o' Mainer By His Speech

YOU can tell a Maine man as far as you can hear him, say the professional linguists who hasten to add that Pine Tree State folk occupy a unique niche among the English-speaking people of the world.

These keen students of speech tell us that Maine folk because of their flat and somewhat nasal tones lack the resonance and carrying power of the Georgia drawl or the Iowa hog call, yet they say that Maine men can be recognized by speech alone.

No one contends, not even the glibly classifying linguists, that all Maine folks talk alike. Many of our people talk just as folks do in Boston, New York or Chicago. We hear in Maine most of the modern colloquialisms from the widely-known Brooklynese to the smartest Hollywood patter.

The English of Waterville and Lewiston has appropriated some of the picturesque Anglicized words from French Canada; the vocabulary of old Sweden has left its marks on the New Sweden of Aroostook; and Greek words are not unknown in Biddeford.

Perhaps there is no better authority in Maine on characteristic Maine speech than Dean Ernest C. Marriner of Colby College, who has made a lifelong study of this speech business.

Dean Marriner holds to the belief that the oddity of Maine speech is traceable back to the earliest history of the State, actually to the colonies of Plymouth and Massachusetts Bay.

From these two colonies, distinct in customs as in speech, came two streams of immigration into Maine.

As Dean Marriner talked of variances and oddities of Maine speech, he was asked to set forth some examples to better illustrate what there was about the talk of Maine folk

which had set them up as unique by the professional linguists.

He said, and we quote:

"ONE HEARS today both hay mow and ground mow. While the Plymouth whinny is more common, the Bay whicker is not uncommon. Of course many of the speech sounds of one group spilled over into the other. For example, pronouncing boat, coat, road and stone as if they were bort, cort, rord and storn is still very common.

"The same is true of the broadened 'a' in certain words. Our pronunciation of calf, half, and laugh brings a 'laf' in other parts of the country where people say caf and haf. The nasalized diphthong in mountain, towel, owl and even cow can still be heard and one need not go far to hear oil, boil and joint called ile, bile and jint.

"Perhaps the characteristic which brings Maine people most distinction is our sound of the 'r'. We leave it out of cart and dart and we drag it on sonorously in law, saw and draw.

"The turn of the final 'ow' into 'er' is not peculiar to Maine, but our State is rich in its use. How do the aged rural folk say yellow, furrow, harrow, sparrow and, especially, wheelbarrow?

"Dialectical past tenses are common, such as the frequently repeated sentence, 'I got up before the sun rose to see my riz bread.' These fine old expressions linger. Not only riz for raised, but also clim or clum for climbed, driv for drove, come for came and et for ate.

"One of our most tenacious relics of colonial speech is the uninflected plural on nouns of measure. Maine farmers say 10 foot of wood, 20 rod of land, five mile of road and three year of crops.

"Perhaps more interesting than

Maine pronunciations are the words themselves.

"For field, ground, plot or yard the distinctive Maine word is patch. The shed for cattle is a lean-to or tie-up; the house, barn and adjuncts are a set of buildings; chore-time is milkin-time, winter roads are broken out, not plowed or cleared.

"Frying pan is heard more often than spider and skillet not at all. A tin cup is a dipper, the garbage can is a swill pail, the dish cloth is a dish rag, the dish towel is a dish wiper and women do the dishes rather than wash the dishes.

"A pot is a kettle, a faucet is a spigot or a spile, a funnel is a tunnel, a sack is a bag, and the iron bar or pinch bar is the crow bar.

"In the way of vehicles, pole is more common than tongue, shafts are always shavs, the whippetree of Vermont is our whiffletree. While pair of horses is sometimes heard, one never hears span and the commonest term is team. The near horse is gradually crowding the nigh horse, but gord-stick still wins over goad.

"The very earliest survivals may be found in the calls of farm animals. The commonest calls to cows in pasture are so-bos, so-bossi or sou-bos, sou-bossi. Yet, some farmers shout out 'cum-cutter, cum-cutter'.

"THE CALL TO make a cow put back one leg for milking is hist. The ubiquitous gee and haw are used to make oxen turn to right or left; giddap and golong start them off, while hwo or

hawhish stops them. Only to horses is shouted hwoback. Sheep are called jadar or kadeck; pigs by peeg-peeg or choog-choog. For hens, biddie-biddie and chick-chick are equally common.

"A creature worth special mention is the lowly earthworm. He is variously dirtworm, fishworm, easworm, eelworm and angledog. In Maine the common term is angleworm. Except for the ultra-smart "nightwalker" of the Belgrade region, only on the York coast and along parts of Penobscot Bay does one hear any other term than angleworm. On the York coast one occasionally hears mudworm and in the Penobscot valley, rainworm.

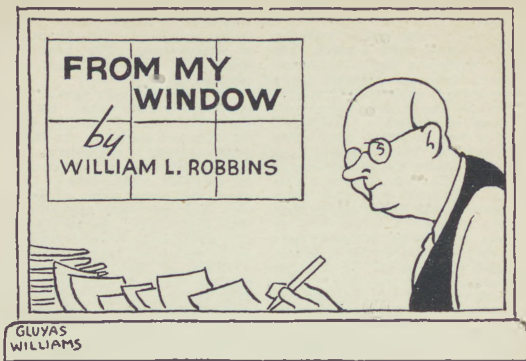
"Here in Maine a firefly is a lightnin' bug, children teeter rather than see-saw, cottage cheese is sour milk cheese, a porch is a piazza, a closet is a clothes press, a griddle cake is a fritter, and folks go to town for tradin' not shopping."

Dean Marriner told us that a few homely expressions were still much to his liking.

"Comforter carries connotations of restful sleep that no mere quilt can promise. The man who recalls sliding down hill on toe-chapping winter days feels pangs of nostalgia when he hears the good old expression 'belly bump'. It isn't half so much fun to remove rubbish from the cellar as it is to clean out the culch and we take it out the roll-way, not the bulk-head. And no griddle cake or pancake can ever taste half as good as a fritter or a flapjack.

"The old words are dying!"





(Looks like Bill Robbins has started something with a widely-read Maine author. This editorial in his *Deer Isle Messenger* brought out a lot of cheers recently from Penobscot Bay folks).

## LOBSTERS, TOO

**T**WAS the lobster stew that I enjoyed at the Firemen's meeting Monday evening that inspires this piece. It would have inspired you too, to fulsome praise if nothing else. Concocted by Cy Weed—golden and luscious, it was a fit food for the gods. I smack my lips now as I think of it. Based on its generous lobster content and general richness I should say it would command a price in any first class restaurant or hotel dining room of about \$7.00 a bowl.

As I ate of that rare delicacy, made with our own Penobscot Bay lobsters I was reminded of a chore I have been promising to get done ever since I read Robert P. Tristram Coffin's recent book, "Mainstays of Maine," which Santa Claus brought me last Christmas. So here I go. Mr. Coffin may not like what I have to say but I have as jealous a pride in my neck of the woods—or more correctly, arm of the sea—as he has in his, and it was a remark that he made in the first chapter—the one on lobsters, that impelled me to go to bat for our side in the interests of Penobscot Bay and its denizens.

Here is the statement:

"Lobsters are known in other parts of the world beside the New England coast. But they are a sad mistake and poor imitation of the New England kind . . . worst of all, they taste about as much like a Yankee lobster as a piece of corn pone. In fact Massachusetts lobsters do. And in fact, *the Maine lobsters who have the misfortune to be born in Penobscot Bay are not much tastier.* (The italics are W. L. R.'s) . . . the only right-tasting lobster, and right-looking lobster is my Casco Bay kind."

Sometimes I think it's a mistake to allow a poet so much license. His imagination is apt to get away from him and issue forth in a welter of words

in which facts sink to the bottom and froth comes to the top. Under the influence of the lobster stew I just referred to I might easily have soared into the clouds, and beyond, and consorted with the angels, and, coming down, written a long piece about the ecstatic experience. But always I try to remember that food is of the earth, earthy, (not to say that lobster stew is of the water, watery) and in writing about it try to be reasonable.

I trust that any mundane-minded person will recognize the fact that the poet was carried away with his subject and with partiality for his particular part of Maine paradise. I don't blame him for his exaltation of "Calvin Cautious Crustacean" from Casco. I lived for years in that self-same region, and have spent summers in the self-same township and have eaten plenty of lobsters out of those self-same waters, and they are good, but I will go so far as to say that if you laid a Penobscot lobster beside a Casco crustacean you couldn't say which was the handsomer, neither could you detect an iota of difference in the taste when they were cooked. In fact, if there were an edge in favor of one or the other I would opine that it would go to the former, since it is pretty well established that the farther east you go the better the lobsters become, and Penobscot Bay is down easter than Casco, ain't it?

Mr. Coffin is one of the best boosters the State of Maine has and his own region is so rich in everything that makes Maine delightful that it is hardly necessary for him to go into comparisons derogatory to other sections. So, here is a thought for the eminent poet to twirl his moustache over—Praise the victuals that have made you what you are. Extol them to the skies and invite the celestials to partake of them, but bear in mind that other Maine coasters have done very well on their eats, too, and have a very definite pride in their natural resources, in the skill of their cooks and the general results produced from the consumption of said food. Let's all pull together to put Maine food over—not down, and may none take from the glory of the other.



THE NORDICA Homestead at Farmington, preserved as a shrine to the great operatic star by the Nordica Memorial Association, continues to be one of the great attractions in that community. A priceless collection of photographs, music and programs given to the Association by the Metropolitan Opera Guild, has recently been added to the extensive exhibit of Nordica mementoes.

MAINE'S record-breaking "summer business" rolled right through September and into October almost entirely on its own great momentum. Scores of hotels and resorts remained open to a later date than ever before in their history. October, traditionally one of Maine's finest months of the year, also shows promise of being a record-breaker. More people have been reported at camps and resorts in the mountain lake areas at this time of year than ever before in the memory of local residents.



# Famous Maine Recipes

by JUNE L. MAXFIELD

FROM an inexhaustible lore of traditional Maine cookery, we offer you the second in a series of selections of Maine recipes.

In the realm of the State's tradition, good food, temptingly prepared, stands high. Variety is almost without limit, for the game of the forests and air, the fish of the rivers, lakes and ocean, and the crops of the farmland acreage yield their bounty in the interests of culinary art.

From this veritable Horn of Plenty, Maine housewives have made history of their own. Over the electric ranges of the middle twentieth century American women are discovering the kitchen treasure which originated in the brick ovens and fireplaces of three centuries ago.

With Thanksgiving less than "a hoot 'n a holler away", as the old-timers say, heirloom cookbooks are dusted off and thoroughly searched for their richest offerings. For this is the feast-day of the year in Maine, strictly patterned by history from the golden roasted turkey to the pumpkin pie and steamed pudding with hard sauce.

With Thanksgiving in mind, therefore, this group of recipes was selected, each one time-tested by generations of enjoyment.

\* \* \*

## Crab and Tomato Bisque

In the early days of Maine cookery, when recipes were first recorded, this one might have read as follows: "Put in ye scyllet a piece of butter and let

it not boyle after & put in flowre and beat ym. Poure in ye milke and make it boyle but not to fast . . ." etc. For the sake of accuracy and simplicity the formula has been modernized in language and exact measurement so that all, by following the directions, may enjoy its savor and richness.

The sea produces tangy crabs to add zest to this popular tomato soup recipe.

2 cups milk	$\frac{1}{8}$ teaspoon pepper
2 tablespoons butter	1 cup crabmeat
2 tablespoons flour	$\frac{3}{8}$ teaspoon soda
$\frac{1}{2}$ teaspoon salt	1 cup tomato juice

Melt the butter in the top of a double boiler and add flour and blend. Slowly pour on the milk and cook until thick. Add seasoning and crab meat. A few minutes before serving heat the tomato juice in another pan. When hot, add the soda and dissolve. When ready to serve, combine the two mixtures.

\* \* \*

## Chestnut Stuffing for Turkey or Fowl

Rich stuffing makes the festive gobbler king of all his kind when family and friends, in true Maine tradition, gather to celebrate the feast of Thanksgiving.

1 $\frac{1}{2}$ cups coarse bread crumbs	1 tablespoon of parsley, chopped
1 cup cooked chestnuts	$\frac{1}{2}$ teaspoon salt
1 pound sausage meat	$\frac{1}{4}$ teaspoon pepper
1 onion, sliced	2 teaspoons poultry seasoning or sage
1 stalk of celery, cut fine	2 tablespoons sherry

1 egg, well beaten



Fry the sausage meat and onion together until onion is brown. Combine the bread crumbs, chestnuts, celery, parsley and seasonings, and mix with the sausage. Add egg and sherry and mix thoroughly. If mixture is not moist enough, add a little more sherry.

### Stuffed Baked Potatoes

This best known product of Maine farms is served in a hundred different ways from Kittery to Eastport, from Fort Kent to Portland. Long recognized for its high food value, the Maine potato is a familiar product in markets across the nation. Potatoes, served in any way, are a state-wide and nation-wide favorite. So here's a Down-East version for your enjoyment.

$\frac{1}{2}$ cup minced onion	$\frac{1}{2}$ cup well seasoned
5 tablespoons butter	white sauce
1 tablespoon minced parsley	6 thin slices American cheese
$\frac{1}{4}$ teaspoon paprika	

Bake well-scrubbed potatoes for 1 hour, or until tender all through. Saute the onion in butter until soft. Add with ham, parsley and paprika to the white sauce. Cut a slice off each potato lengthwise and scoop out contents, leaving about one-quarter inch of potato in shell. Prepare as mashed potatoes. Fill the shells at least half full with the ham mixture. Pile the mashed potatoes on top, but don't pack down. Cover with cheese and bake until cheese melts and stuffing is heated through. Recipe will fill 9 large potatoes.

\* \* \*

### Sebago Pudding

The steamed pudding belongs to the Maine Thanksgiving feast as traditionally as does the roast turkey. Among the many favorites . . . plum, blueberry and brown bread . . . the Sebago Pudding, claiming the name of one of southwestern Maine's larger lakes, ranks high in popularity, especially when served with the accompanying crisp, wine-flavored hard sauce.

$\frac{1}{2}$ cup molasses	1 tablespoon hot water
1 egg, well beaten	$\frac{3}{4}$ cup seeded raisins
1 $\frac{1}{3}$ cups Graham flour	$\frac{1}{4}$ teaspoon nutmeg
$\frac{1}{2}$ cup milk	$\frac{1}{2}$ teaspoon allspice
$\frac{1}{2}$ teaspoon salt	$\frac{1}{2}$ teaspoon cloves
1 teaspoon soda	

Sift the flour, salt and spices together. Add the egg to the milk. Dissolve the soda in the hot water and combine with molasses. Mix both liquids with the dry ingredients and add raisins. Mix thoroughly. Pour into a greased pudding mold and steam for 2 hours.

\* \* \*

### Hard Sauce

1 cup powdered sugar	$\frac{1}{4}$ cup wine
$\frac{1}{3}$ cup butter	Nutmeg

Cream the butter and add the sugar slowly, beating all the time. Add wine drop by drop and beat well. Before serving sprinkle the top with grated nutmeg.

\* \* \*

### Maine Salad

The real "tribute to the Maine housewife's skill is paid when the guests settle back from a depleted table and groan contentedly, "Whew . . . I won't want to eat again for a week!" But it's usually a short week, and a light Thanksgiving night supper is never out of favor. A cold plate, such as this sea salad, is a popular supper dish.

1 cup cold cooked lobster, crabmeat, shrimp, or white fish	$\frac{1}{2}$ cup minced celery
1 cup cold diced potatoes	Dressing
$\frac{1}{2}$ teaspoon salt	$\frac{3}{4}$ cup French Dressing or other tart dressing
$\frac{1}{4}$ teaspoon paprika	Lettuce
	Pimento strips
	Olives

Combine the flaked fish or shellfish, potatoes and celery, and season with the salt and paprika. Mix with dressing and serve on lettuce garnished with strips of pimento and olives.

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June L. Maxfield, assistant in the advertising department of the Union Mutual Life Insurance Company of Portland, Maine, continues the publication of famous old Maine recipes originated in the summer issue of this magazine. This group is a further selection from the large file of historic Maine recipes which the company possesses.

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# The Making of Maine

III. G. H. Bass & Co. of Wilton,  
world-famous for quality out-  
door and sports footwear.



WHEN Admiral Byrd was planning his trips to the Antarctic, he came to a Maine manufacturer to work out a special design and construction for his expedition's boots.

When the Alaskan explorations were begun which eventually led to the Alcan Highway, their leaders came to the same Maine manufacturer with their footwear problems.

Likewise, during the past war, when the armed forces required boots of special frost-proof and waterproof construction, G. H. Bass & Co., of Wilton, was chosen by the Quartermaster's Depot as the standard-setter in this particular field.

For Bass shoes and boots, over a period of 70 years, had established a name for ingenuity, quality and integrity in manufacture that had become commonplace throughout the world with all the hardy breed of men that work, live or play in the great outdoors.

Recently a pair of the special boots constructed for the Alaskan survey were sent back to Wilton and repose in a place of honor in the company's collection of its famous products. It was an unsolicited gesture of appreciation from an explorer who had worn them across the length and breadth of Alaska and to the top of its highest mountains.

Today, after nearly five years of steady capacity production mostly on government orders, there are no re-conversion jitters at Bass. The chief worry is how long it is going to take to catch up on the backlog of orders that has accumulated. The company now is attempting only to take orders which they can fill in the next six months. Personnel enrollment is down 30 per cent from the wartime peak. There is urgent need for at

least 25 experienced hand sewers and a considerable number of other workers.

A glance at the stockroom shows the situation. There is not a finished shoe or boot in it. Row upon row of empty racks are mute testimony of a demand for Bass shoes that makes shipping necessary immediately after packing. The company's record of quality built up in nearly three-quarters of a century is a priceless asset.

THE BASS company was started in 1876 on a foundation of quality of product. In that year George H. Bass, the company founder, who had owned and operated a tannery in Wilton, started a shoe factory in a small two-story building, using the front portion of the first floor as a store. Along with his intimate knowledge of the making of leather, he brought into the business the conviction that any article to be of use must be thoroughly and honestly made and made to meet the particular needs of the person who was to use it or wear it.

These ideals are still the inspiration today of the present organization, carried on by his sons, Willard S. Bass, president, and John R. Bass, treasurer. The present factory, containing more than an acre of floor space, well lighted and equipped with modern machinery, is evidence of the steady growth over the years.

Knee-length boots were the first product of the Bass factory. They were built for farmers and woodsmen and sold through the country stores in the neighboring towns. Mr. Bass frequently delivered the boots himself with horse and wagon. He kept in close touch with the dealers and through them with the wearers. This sales policy has continued ever



*Women at work on combat boot tops at the Bass factory.*

since, with the factory selling direct to retailers and not to jobbers. In this way a nation-wide sales staff keeps in close touch with the consuming market. Salesmen get ideas for improvement from the wearers, conferences are held, designs worked

out and a constantly better product is achieved.

The late Mr. Bass soon found that farmers wanted a work shoe for summer that was lighter, cooler and less bulky than the leg boot and which still offered protection against dirt

and stones. Mr. Bass answered the demand by designing the "National" plow shoe, with two buckles. It was a popular style in the 80's.

Lumbering at that time was one of the biggest Maine industries and logs were usually floated down the rivers to the saw mills. The river driver asked a lot of his boots. He "soaked them all day and steamed them all night," and the soles had to hold their spikes and the uppers to keep their shapes, even under these conditions. When a river driver's life depended on his shoes, there was no compromising with quality. The Bass Driving Shoe appeared in the 80's and later was greatly improved. It was this shoe that first made the name Bass famous with outdoor men and became the standard shoe in the lumbering industry.

The Driving Shoe was soon modified by the use of a lighter sole for woodsmen, guides and hunters, without the spikes. In 1906, Bass began to make handsewn moccasins. The first pattern was the simple slipper, with or without a sole. Mr. Bass then found that his customers who tramped the woods for business or sport wanted a boot with the lightness and flexibility of the moccasin with a certain amount of protection to the feet and legs. His answer was the Moccasin Cruiser, with a light weight sole and an eight or fourteen inch top.

MR. BASS HAD by this time perceived the comfort inherent in the construction of the Indian moccasin with no innersole and nothing to impede the free and natural action of the foot. He saw that it would have a much larger field of usefulness if made finer in workmanship, closer in fit and more attractive in appearance. The result of this effort was the first Rangeley Moccasin. It was made of tan elk leather and carried a light leather sole. A slim, half-moon pattern was cut out in the center of the shank and the two edges stitched together, thus drawing in the sides and giving a much improved fit at the shank. The design was so novel that it was granted a U. S. Patent and was the first of a long series of improvements in moccasin construction developed at the Bass factory, many of which are covered by patents.

A true moccasin is easy to distinguish from a welt shoe. Place your hand inside and you can feel with your fingers the single piece of pliant leather that goes all the way under the foot. The ordinary welt shoe has the side pieces (vamps) stitched or nailed near the edges of the outer sole, with a thin innersole of various compositions. In the true moccasin construction there is no innersole to curl up at the edges or break. There is no cork and glue filler to get bumpy. The bottom is permanently level and smooth. That was the way the Indian liked to sheath his foot, letting it ride in a cradle of leather.

The moccasin type shoe or boot involves "U" shaped stitching around the toe-top. In genuine moccasins this "U" seam must be stitched by hand, for no machine yet devised can pucker the single piece of leather around the toe of the last and draw it in as stitching progresses to give a smooth toe fit. Hand sewing is exacting work, taking at least a year's experience to learn enough of the craft to start in on this particular operation. Some hand sewers with the Bass company have been at the work as much as 30 years and more than 12 have been with the Bass company more than a score of years. Good hand sewers can average only a dozen to 18 pairs a day, depending on the type of boot and intricacy of operation.

Because the true moccasin construction sheaths the entire foot in a single piece of leather, one of the most important remaining problems in making a boot or shoe watertight is the tightness of the "U"-shaped toe seam, which extends on both sides to a point just back of the ball of the foot. To meet the problem, Bass developed and patented the LockLap Seam, which reinforces the hand seam and reduces to a minimum the danger of any ripping of the hand seam over the ball. Another seam developed by Bass was the Two-Way Seam. After the hand seam has been sewn in the regular manner a second seam is stitched by machine parallel to the hand seam and securing the toe piece extension to the vamp. The Overlap Seam also is used extensively, in which the extended portion of the toe-piece forms a complete watershed over the inner seam.

OTHER IMPROVEMENTS developed in Bass Moccasins include the double construction used in the Ranger Boot, in which a second vamp overlies an inner moccasin and is fastened to the sole, giving additional wear and greater water turning power.

The Bass company also played its part in the First World War, which saw the application of the moccasin in a new field, aviation. High altitude flying especially required footwear of great warmth and the fleece-lined moccasin was designed in

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*Hand sewing is an exacting skill.*





cooperation with Army officials. More than 20,000 pairs of these were supplied to the American forces.

Ski boots also are a Bass specialty and numerous models for men and women have been designed in consultation with some of America's outstanding skiers. Bass ski boots were used by most of the members of the American Olympic Ski Team in the last Olympic games.

Shortly after the First World War Donald B. Abbott, a sportsman and golfer, was vacationing in Maine and incidentally enjoying the comfort of a pair of Bass moccasins. One day he tried them for golf. So great became his enthusiasm at the results that the golfer turned moccasin maker with the avowed purpose of developing and refining the moccasin so that it would meet all the exacting requirements of the game. The result was the Sportocasin, in which, from 1926 to 1935 six American and four British amateur golf championships were won.

In 1930 the business was purchased by the Bass company whose product was the original source of inspiration for the development of Sportocasins. Since 1932 Sportocasins have been made in Wilton in a wide variety of styles and leather combinations.

An important development in moccasins occurred in 1936 when a moccasin of Norwegian origin came to the attention of the Bass Company. It was made of vegetable tanned leather which is firmer and keeps its shape better than the softer leathers usually used in America; it carried a strap over the instep which covered the ends of the hand seam. This served to give a closer fit over the instep and also to prevent the hand seam from ripping. The workmanship throughout was that of skilled hand craftsmen.

The Bass Co. immediately recognized that this article retained the comfort inherent in the genuine moccasin and secured a greatly improved appearance, making it suitable for that large field of informal and leisure wear where comfort is essential and appearance cannot be forgotten.

The Bass Co. found a tanner who undertook to make a vegetable tanned leather similar to the Norwegian type and another tanner to produce a soft, flexible sole leather, and they followed the expert Norwegian crafts-

manship by the expert hand craftsmanship of their own workmen. The result was a moccasin closely following the Norwegian in appearance and possessing all the characteristics of comfort and durability which mark Bass Footwear.

In frank recognition of the source of the design it was christened the "Weejun". It has become an important member of the Bass line and is the original in a large field of American footwear made for "casual" wear or "loafing".

NOW THAT THE war is over, the Bass Company has decided to concentrate its production upon two main lines. The moccasins will be made in styles for camp use and for hunting, including styles with special seams and double construction, Sportocasins for golf, and Weejuns for leisure wear. The welts will include ski boots, saddle oxfords and other sport types.

Quality continues to be the company watchword, a policy for which it is eminently fitted, not only because of its knowledge of sources of supply of the best leathers, both domestic and imported, but because of the skill and craftsmanship that goes into every Bass product.

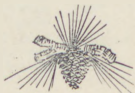
There will be no attempt to compete with mass production or inferior materials or cheaper prices. Bass shoes and boots command a higher price than their many imitators, but not so much higher than one would expect for the greater excellence of product. The cardinal production policy will continue to be "the best possible shoe for the purpose for which it will be used." The primary sales policy will be to keep in touch with the needs of the wearer. Distribution will continue through retail stores where the satisfaction of the customer is still the goal as it was in the days when G. H. Bass founded the business.

To the millions of Americans who have known the comfort and satisfaction of wearing Bass shoes, this will seem a wise program. And to State of Mainers who take pride in the products of their native state, the name "Bass" will continue to signify the best where comfort and durability in footwear are concerned. Both the name and product are significantly a part of The Making of Maine!

AN ANALYSIS made by the New England Council shows that Maine has 44.4 per cent of all the seasonal hotels in New England and 20.5 per cent of all seasonal dwellings in the six-state area. Maine's land area comprises 49.8 per cent of New England. Agriculture is also the largest in New England with employment in that field 24.3 per cent of the total for the area. Value of Maine forestry products was 59.9 per cent of the New England total. Railway mileage was the largest of any New England State, 28.2 per cent of the total. Maine is also the leading state in the Nation in number of summer homes, with 10.1 per cent of all its dwellings occupied only during the Summer.

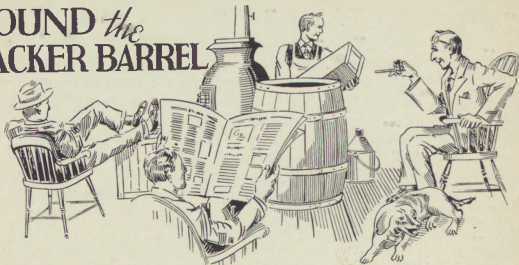


MAINE HAS HALF the tidal coast line of the U. S. Atlantic shore. It stretches 2,486 miles. It has 1,300 islands, one of them, Mount Desert, containing 60,000 acres. There are 5,131 rivers and streams in Maine big enough to be on the map. There are 2,465 lakes. From every hilltop in the State, no matter where located, one can look down somewhere on "sky-blue water." One-tenth of the entire 33,040 square miles of Maine is lake and pond and one-third of the State is mountainous. The highest mountain is Katahdin, one mile high and very rugged.



MAINE WILL BE LINKED up with the postwar television network planned for New England, but first will come FM broadcasting, for which license applications have been filed by at least three Maine stations in Portland, Augusta and Bangor.

# AROUND *the* CRACKER BARREL



THE PINE CONE seems to have made a hit with friends of Maine everywhere. So much so that we have on hand more than a hundred requests for copies of the first (Spring, 1945) issue from persons who want to start keeping a complete set. But our supply is completely exhausted. Will any of our friends who do not wish to save the first issue please return same to us and make some collector happy?

Incidentally, we have been queried as to who was the first paid subscriber to the magazine. That honor goes to Walter W. Morse, Portland insurance man, who handed over his dollar immediately after our Mr. Butler had made the first public announcement on the magazine at a club meeting.

Thanks a million for all those commendatory letters and the flood of material and ideas!

Ye Editor



NINETY - YEAR - OLD Charles Hathorn of Bangor (better known as Sid) is an oldtime Maine boat builder and tells many fascinating yarns

about boats and sailors. He worked on such ships as the I. K. Stetson,

Henry Crosby, the Charles Stanford and the bark Thomas J. Stewart.

One typically Maine yarn he tells is of a hay carrier his father and he built. It was the smartest carrier you ever did see, he declares, but when they finished it fate took a hand. A sailor saw a rat leaving the boat and word spread like wildfire not to ship out on the new hay carrier as it would never see port again. Consequently, the sailing was delayed and finally shipped out with only half a crew aboard.

But Sid tells how the old superstition was badly broken, for that hay carrier came back AND IS IN USE TODAY!

Sid always tells of the ships that went to sea with no anchors (unmarried men) and the many fellows he met who raised tobacco (from their pockets), but it's no joke, he says when he remembers the after days when he did farming and sold butter for 16 cents a pound and eggs for eleven cents a dozen.

R. F., Bangor

MAINE is noted for its loveliness and prides itself on being a happy Vacationland. So I was surprised to discover that it contains a town named "Misery". How much more alluring are "Sunshine", "Freedom", "Amity" and "Friendship".

Gertrude Short, Lake Placid, N. Y.

IN 1943 my credit man called my attention to a hoss note on which the signer was not meeting his obligations as he should, so he went over to see him. He made on he was very glad to see me and wanted to show me around his place. I looked over his livestock, but the quality was not worth talking about until I looked out a back window and saw a pig, just an ordinary one.



"Harry," I said, "what a nice pig! That is the best one I have seen this fall. He is a dandy. What is a pig like that worth, Harry?"

Well, Harry came over and placed his arm around me and gave me a good hug.

"Charles," says he, "I believe he will look just as good this winter down cellar in a barrel as he would on the back of that note!"

Well, we had a good laugh on this and I bade Harry good bye and good luck to the new baby he kept trying to tell me about.

**Charles A. Trafton, Sanford**

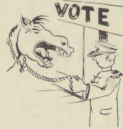
THERE IS AN old saying here: "After Labor Day, pay your taxes and start banking the house." Our climate is for the most part ideal from June to November, but there is already that subtle change in the air; here and there a few red trees, and a wealth of that sure harbinger of Autumn, the goldenrod, with wild asters already crowding the roadsides. Pretty soon comes the potato season, which will wind up the outdoor work until it is cold enough to cut a little cordwood and pulpwood. Postwar problems are not bothering this town, for we shall have our sardines and smoked fish business for some time yet.

**Bonar, Lubec Herald**

SERGEANT Gordon E. Martine of Old Orchard Beach, now stationed at Sheppard Field, Texas, has applied for a license to sell Maine real estate in the Lone Star State. He figures that if Texans think nothing of flying to

vacations on the West Coast or Alaska many of them will find Maine so much more attractive that they will want to buy property here. He says he already has several prospects for substantial purchases and that Texans who have been to Maine are spreading the good word about the wonders of the Pine Tree State. Good luck, Sergeant.

**E. L. M., Old Orchard Beach**



COMIC RELIEF was provided in Calais recently when one of the ward election clerks was required to hold a horse while a voter entered the polls to vote, for he had come four miles to the polls on a mowing machine. Another farmer stopped off on his way home with a load of hay to exercise his constitutional franchise. One election clerk suggested that a regular team tender be on hand at the next election to take care of the horse traffic, since voting down here is taken as a serious business.

**Mrs. G. Pendlebury, Calais**

THE SINGLE railroad track between Mattawamkeag and Vanceboro is believed to be one of the "hottest" single-track lines in the Nation, with as many as 32 Maine Central and Canadian Pacific trains using it every 24 hours.

**Mrs. J. Maher, Clayton, N. M.**

PINE CONE readers are invited to send in contributions to this department. The material can be anything of fact, fiction, or phantasy, so long as it conforms to the description of "typically Maine". Items should not be longer than 250 words. Address: Cracker Barrel Editor, State of Maine Publicity Bureau, 3 St. John Street, Portland 4, Maine.

A miniature model of Maine airports of the future is on display in the lobby of the State House, Augusta. Complete to such details as buildings, planes and autos in the driveways, the airport development plan is shaped like an outline of a map of the Pine Tree State.



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If you are not already a regular subscriber to THE PINE CONE—and would like to receive future editions—here's a handy subscription form for your convenience:

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## MAINE IN AUTUMN!

MAINE IN AUTUMN is the world capital of beauty. It is the season of the magic "turning" of the leaves when the cool, restful green of the Maine countryside is transformed into a brilliant symphony of living color. So thoroughly does Mother Nature work this phenomenon in Maine that each leaf is touched by a master brush so that it is gloriously beautiful in itself yet blends with all others in a harmony of color.

MAINE IN AUTUMN would be a veritable fairyland if it offered nothing more than the beauty of its colorful foliage. But that is just the beginning.

Nothing can compare with Maine's autumn climate—or the autumn atmosphere. Autumn days are crisp; zestful. They are days when it is good just to be alive and to breathe deeply of the bracing air. Autumn nights are cool and have the property of inducing deep, restful slumber. Autumn is the time of year when visibility is at its greatest; when lazy, fleecy clouds floating overhead seem to be almost within reach; when magnificent distances blend in the soft blue autumnal haze.

MAINE IN AUTUMN offers countless things to do—and to see. Hunting, fishing, mountain climbing, yachting, horseback riding, hiking, canoeing, and touring are at their very best in the fall. Too, no one would want to visit Maine during the fall without attending a country fair or partaking of a real Down East harvest supper.

*"The scarlet of the maples can shake me like a cry of bugles going by."*

Thus wrote Bliss Carman of the maples, most favored with the gift of color and which lead the parade of autumn beauty in Maine. From the light yellow and the pastel shades of the silver maple to the bright scarlet and vivid orange of the red variety, they range in every shade. Add to these the bronze yellow of the oaks, the yellow of birch leaves, a touch of dark purple from the ash and the brilliant red of sumac, place this mass of color against the cool background of evergreen and it spells—MAINE IN AUTUMN!

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(From the booklet, "Maine In Autumn", prepared by the  
Maine Development Commission).

## Motherland of Maine

*By Robert Rexdale*

Tonight across my senses steals  
the perfume of the pine,  
Oh, sweeter far to homesick hearts  
than draughts of fragrant wine!  
Again uplift the sea-girt isles  
where sylvan beauties reign,  
And dreams of thee come back to me  
O Motherland of Maine.

Thy glories gleam before my eyes  
as in the olden days;  
I see again the labyrinth  
of Casco's lovely bays!  
The sea gull's cry rings in my brain  
as o'er the foam he flies,  
When Memory sets her signal-lights  
along the darkened skies.

There's laughter in the bending trees,  
there's music in the gale;  
Each ship upon the sea tonight  
is some remembered sail.  
And peering through the mists  
that shroud me in their mystic spell,  
I cry, "What ho! O Mariner!"  
The answer is "Farewell!"

Like phantom ships before the wind,  
they to their havens flee,  
While I, the wanderer, must drift  
upon a shoreless sea!  
But while the lights of Being burn  
within the conscious brain,  
My eyes will seek thy far-off coast,  
O Motherland of Maine.

